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S E C R E T

1. CONTINUED ANALYSIS OF [] 144 REVEALS THAT ALL SIGNIFICANT COMPONENTS OF THE SHUANG-CHENG TZU MISSILE TEST CENTER AND THE ASSOCIATED LARGE AIRFIELD CAN BE OBSERVED AND THAT NO NEW MAJOR FACILITIES CAN BE IDENTIFIED, ALTHOUGH OBLIQUITY AND SCALE PRECLUDE A DETAILED ANALYSIS. OF SIGNIFICANCE ARE INDICATIONS OF CONTINUED ACTIVITY AT THE CENTER SINCE [] THE FOLLOWING TWO FEATURES WERE NOT PRESENT IN [] AT SSM LAUNCH COMPLEX A, HEAVY TRACK ACTIVITY IS EVIDENT BETWEEN THE LAUNCH AREA AND A POINT 3 TO 4 NATUICAL MILES (NM) DUE WEST, OR IN A DOWNRANGE DIRECTION FROM THE COMPLEX. EXTREME OBLIQUITY AND SMALL SCALE PRECLUDE DETERMINATION OF THE NATURE OF THE SCARRING AT THE TERMINUS.

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2. A LARGE GROUND MARKER, CONSISTING OF A CROSS AND FOUR CORNER TICKS, IS LOCATED IN THE APPROXIMATE CENTER OF THE LARGE "L" INSTRUMENTATION PATTERN. THIS "L" INSTRUMENTATION PATTERN IS ASSOCIATED WITH AIRFIELD ACTIVITY.

3. THE RAIL SPUR, IDENTIFIED ON [] [], WHICH EXTENDS SOUTHEAST FROM THE SUPPORT BASE AND TERMINATES JUST SHORT OF THE SAND DUNES, HAS NOT BEEN CONTINUED BEYOND THE POINT WHERE IT ENDED IN [] AT THE TERMINUS ARE A TURNING WYE, SEVERAL SIDINGS, TWO BRANCHES WHICH CURVE BACK TOWARD THE SUPPORT BASE, AND SEVERAL BUILDINGS. THE NORTHERN CURVED

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Declassification Review by NGA/DoD

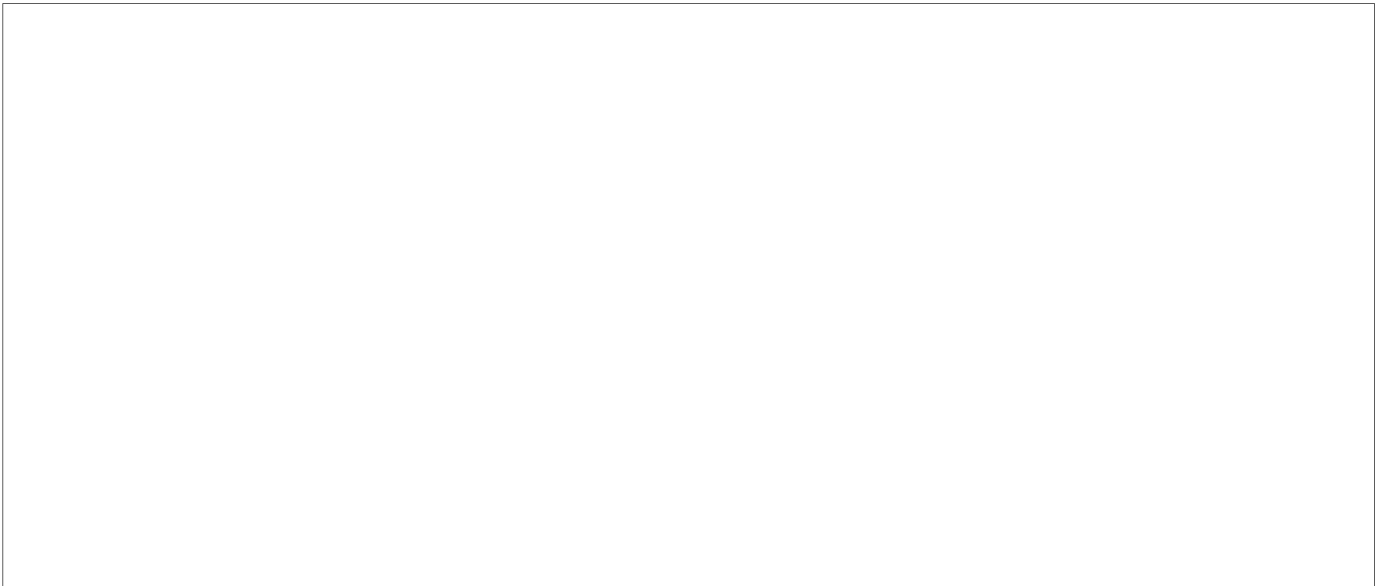
~~SECRET~~GROUP 1
Excluded from automatic
downgrading and
declassification
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BRANCH WAS PRESENT IN BUT THE SOUTHERN CURVED BRANCH
WAS ADDED SINCE THAT TIME. SEVERAL STRINGS OF RAIL CARS ARE
VISIBLE ALONG THE SPUR, INDICATING CONTINUED ACTIVITY OF AN UN-
IDENTIFIED NATURE.

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PHOTOGRAPHIC REFERENCES --



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